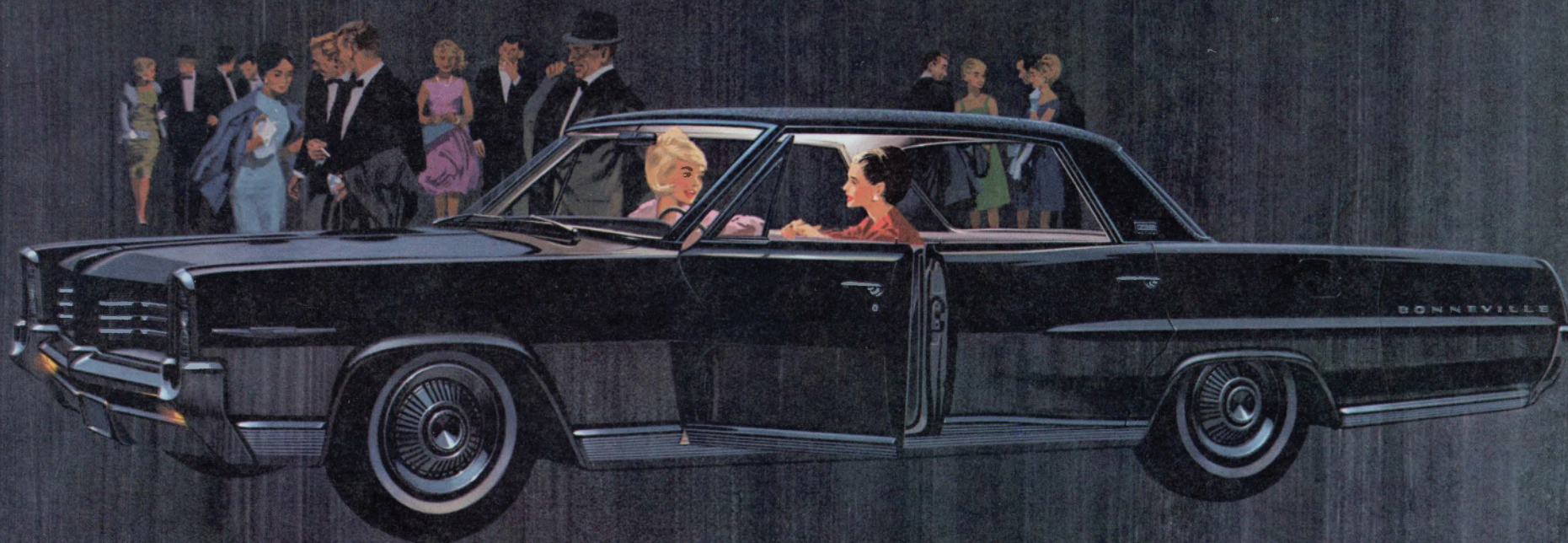
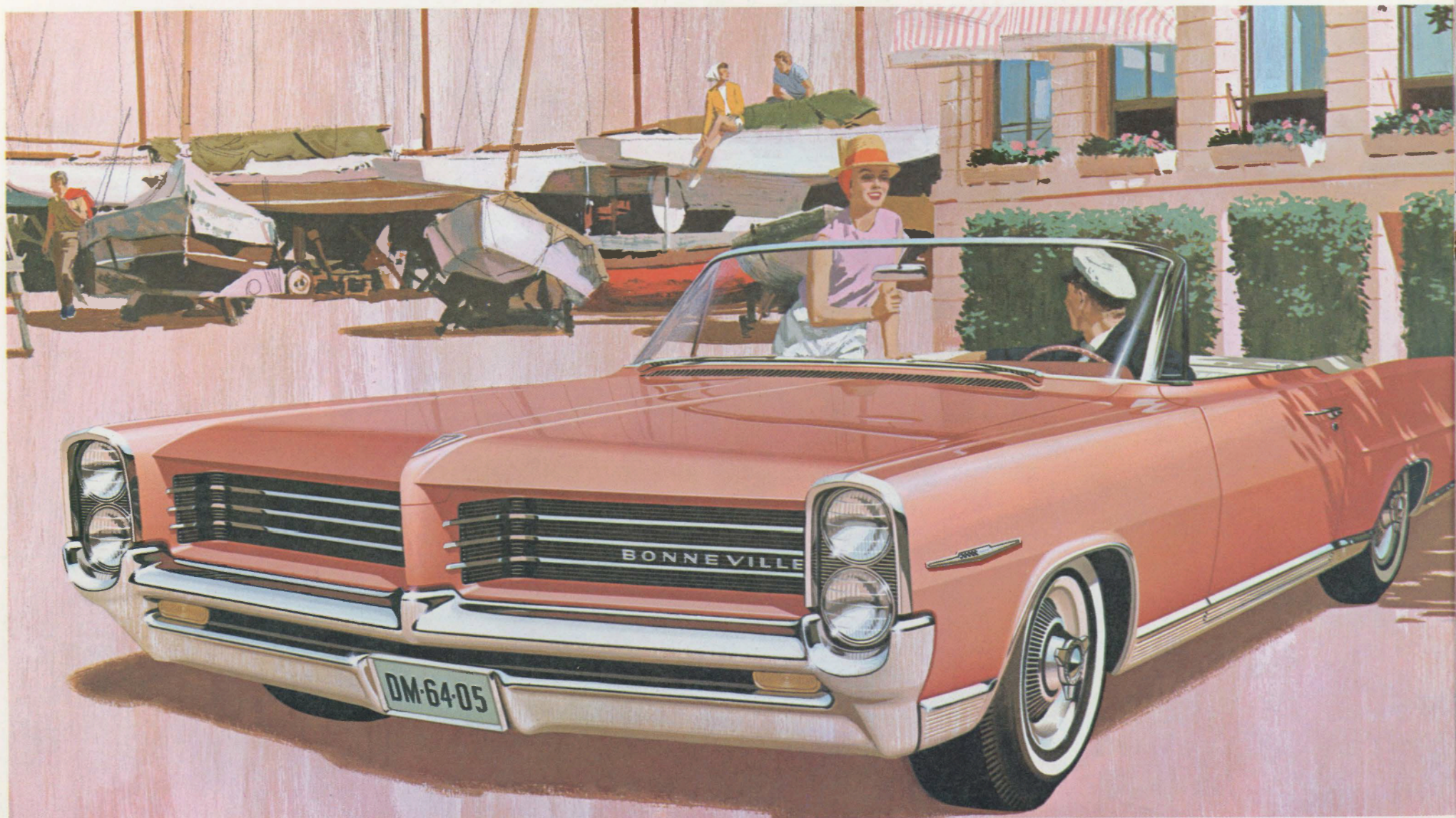


Success Car—'64 edition

Wide-Track Pontiac



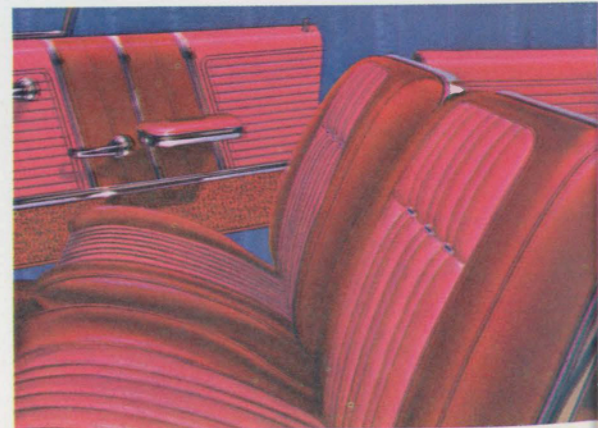


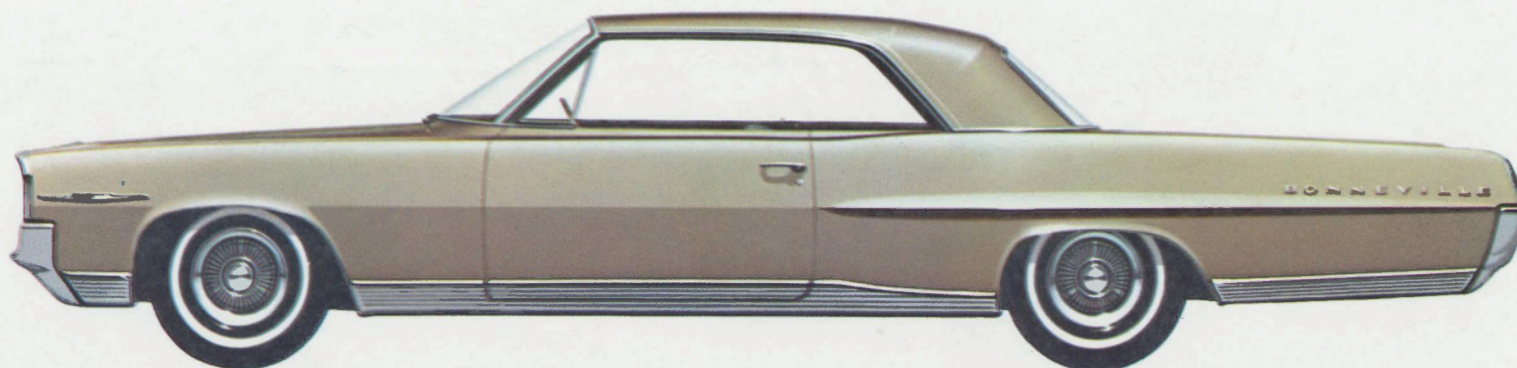
THE BONNEVILLE CONVERTIBLE—A POWER TOP IS STANDARD EQUIPMENT

If you've wondered how we could possibly improve on last year's Pontiac, the '64 Bonneville should come as a pleasant surprise! When you come up with a car as fantastically successful as the '63 Pontiac, topping yourself is no easy task. But it's not impossible — as you can see by the Bonneville on these pages. All Pontiacs share in new smoothness and quietness, through butyl

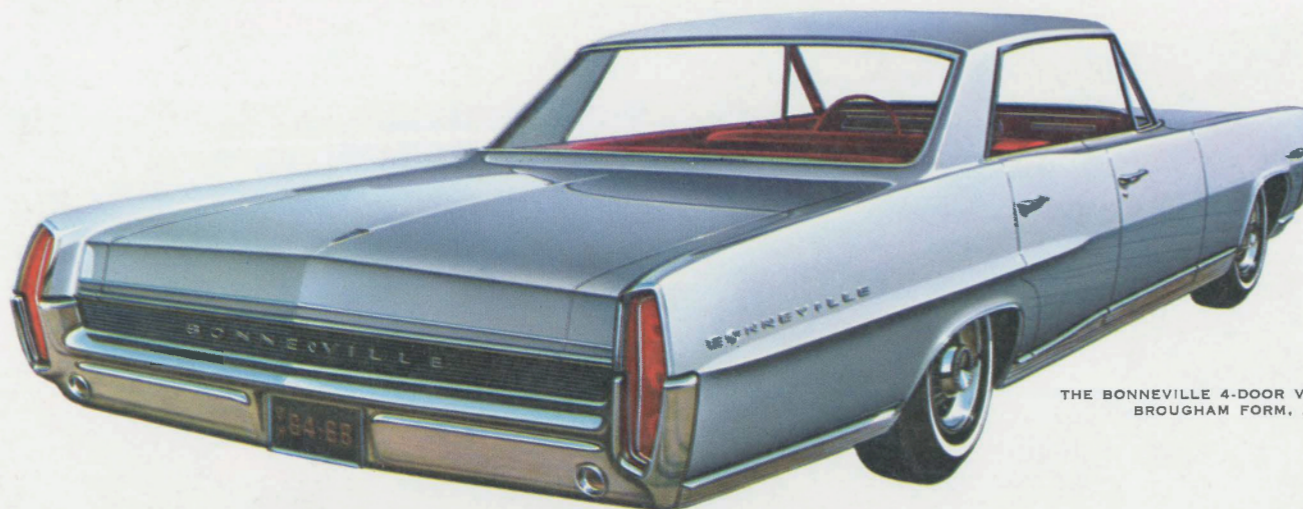
rubber body mounts and added insulation. And there are dozens of other innovations, right down to the new light bulbs. These winning features show up to best advantage, perhaps, in the 123-inch wheelbase Bonneville — the cream of the Pontiac crop. Powered by the 389-cubic inch, 303-hp Trophy V-8, the Bonneville is an awfully hard car to resist. Who'd want to resist, anyway?

Bench seats or optional bucket seats, both in genuine leather, grace the Bonneville Convertible.



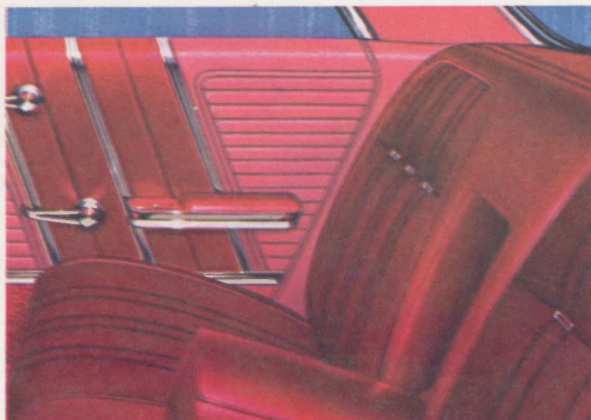


THE BONNEVILLE SPORTS COUPE—A DESIRABLE CAR
IF EVER THERE WAS ONE.

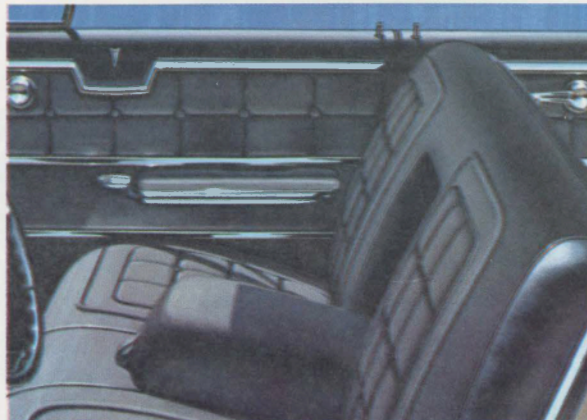


THE BONNEVILLE 4-DOOR VISTA—AVAILABLE IN LUXURIOUS
BROUGHAM FORM, AS PICTURED ON COVER.

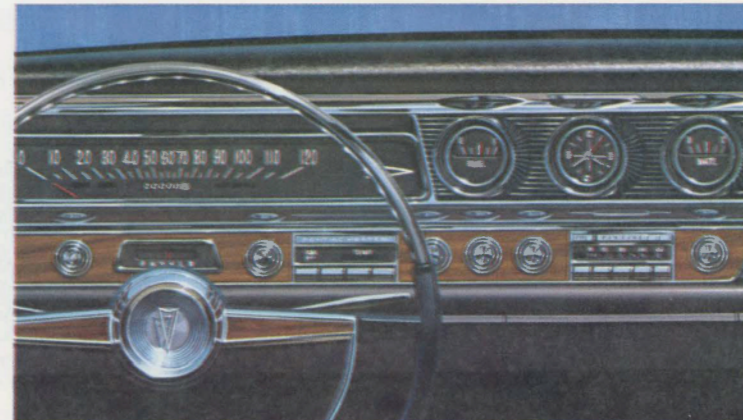
Interiors of expanded Morrokide or Morrokide
and lustrous cloth come in the Bonneville Vista.

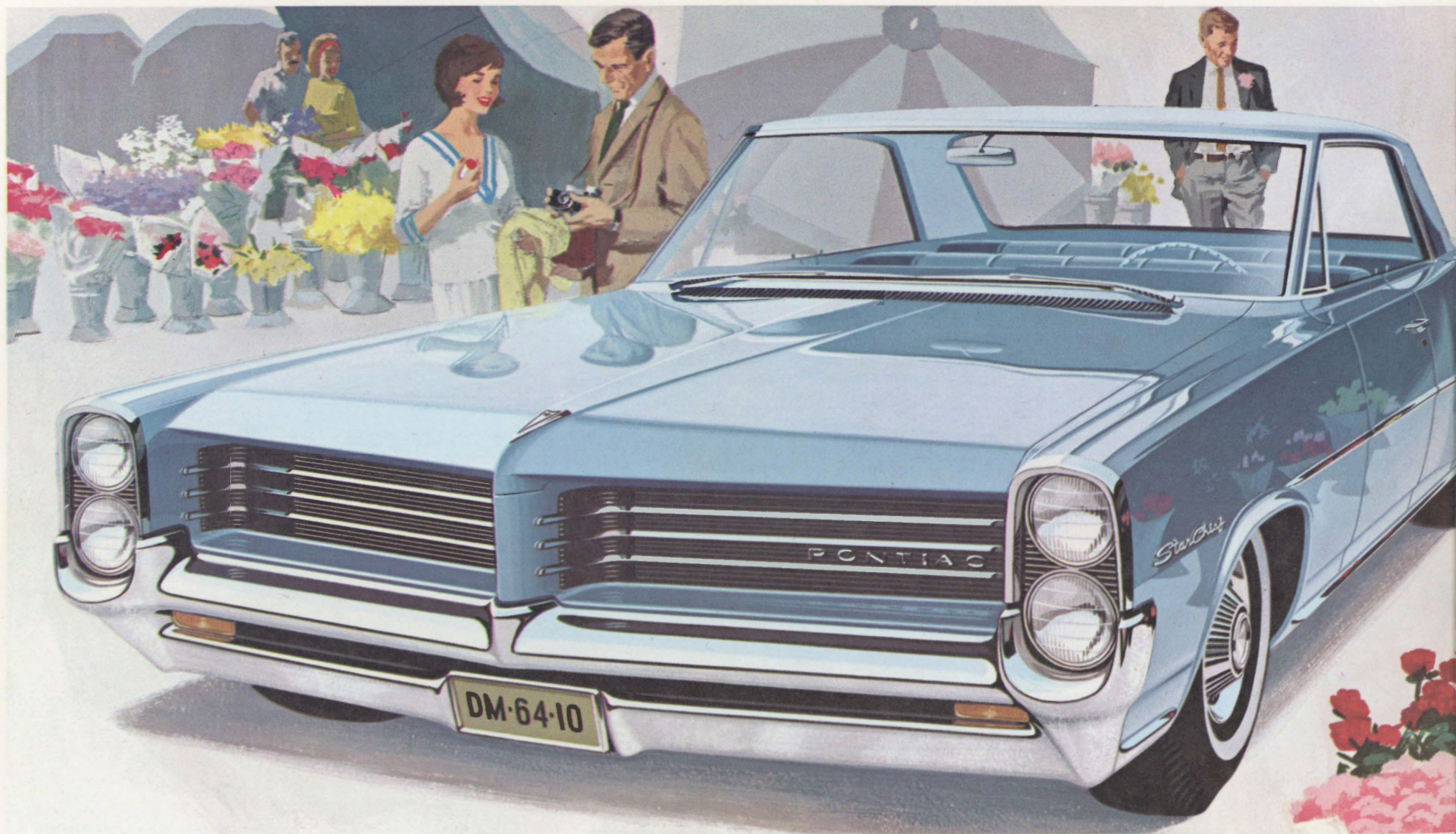


The elegant Brougham has a special interior of ex-
panded Morrokide and nylon-blend Preston cloth.



Bonneville controls include a custom steering wheel, highlighting
an easy-to-read instrument cluster with full padding for safety.





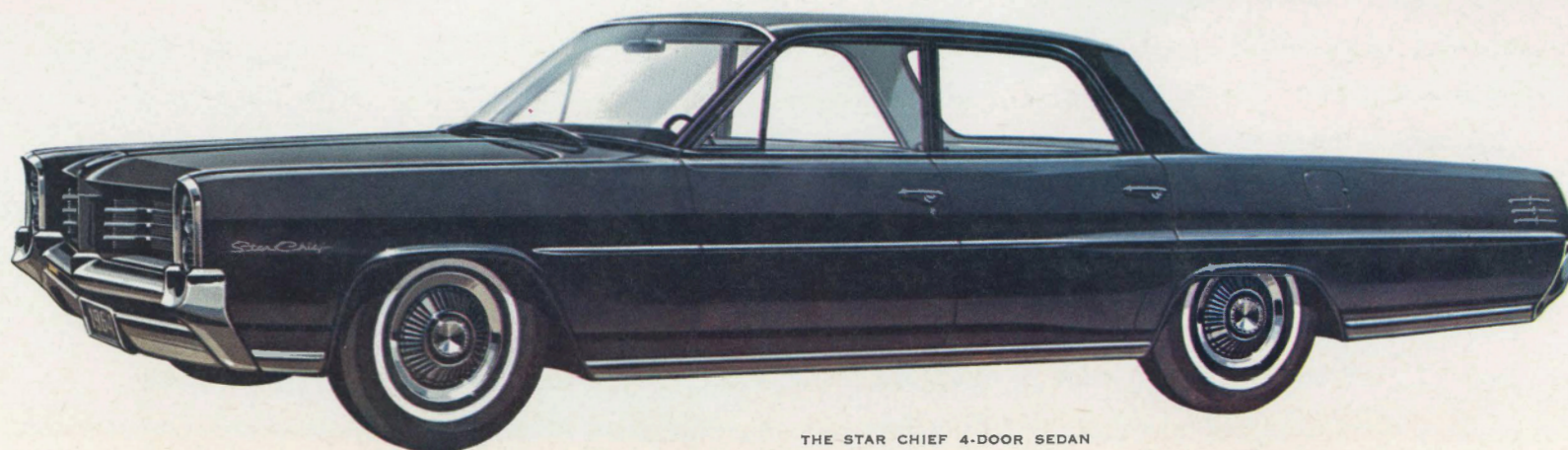
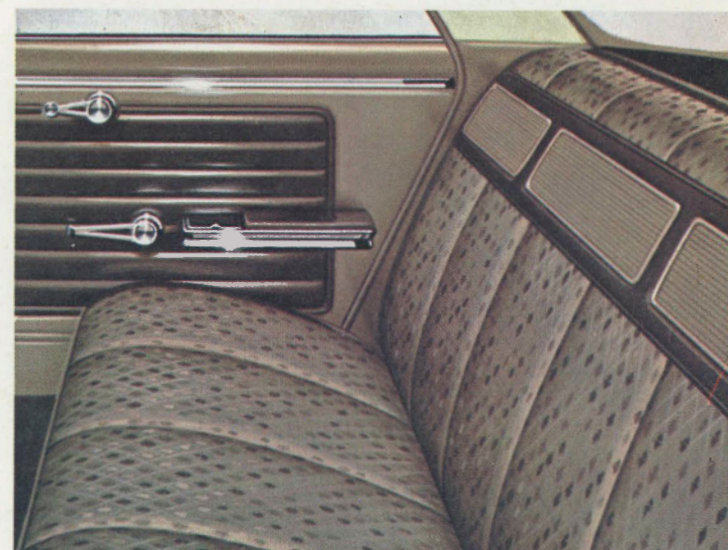
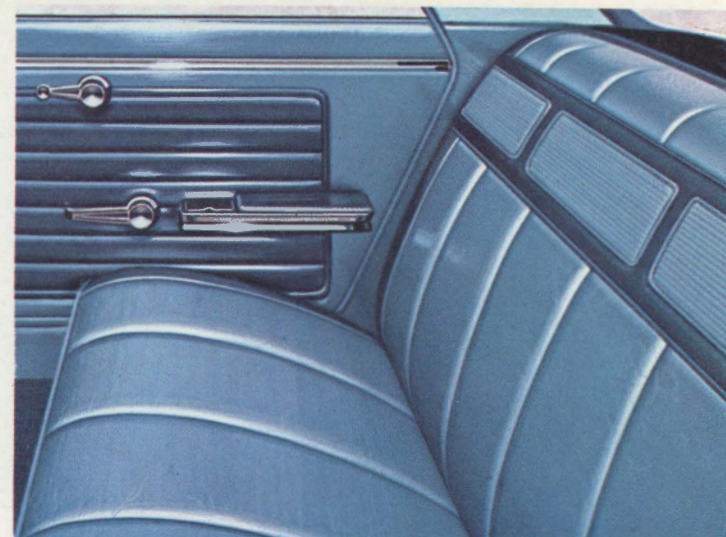
THE STAR CHIEF 4-DOOR VISTA

To many minds, Star Chief is still the finest Pontiac made. More than simply another model, Star Chief offers its loyal following lively performance, comfort and a surprisingly large measure of economy. There are those who'd have no other car—and this is why. It rides smoothly on the long 123-inch wheelbase, and shares (naturally) Wide-Track stability with all Pontiacs. With

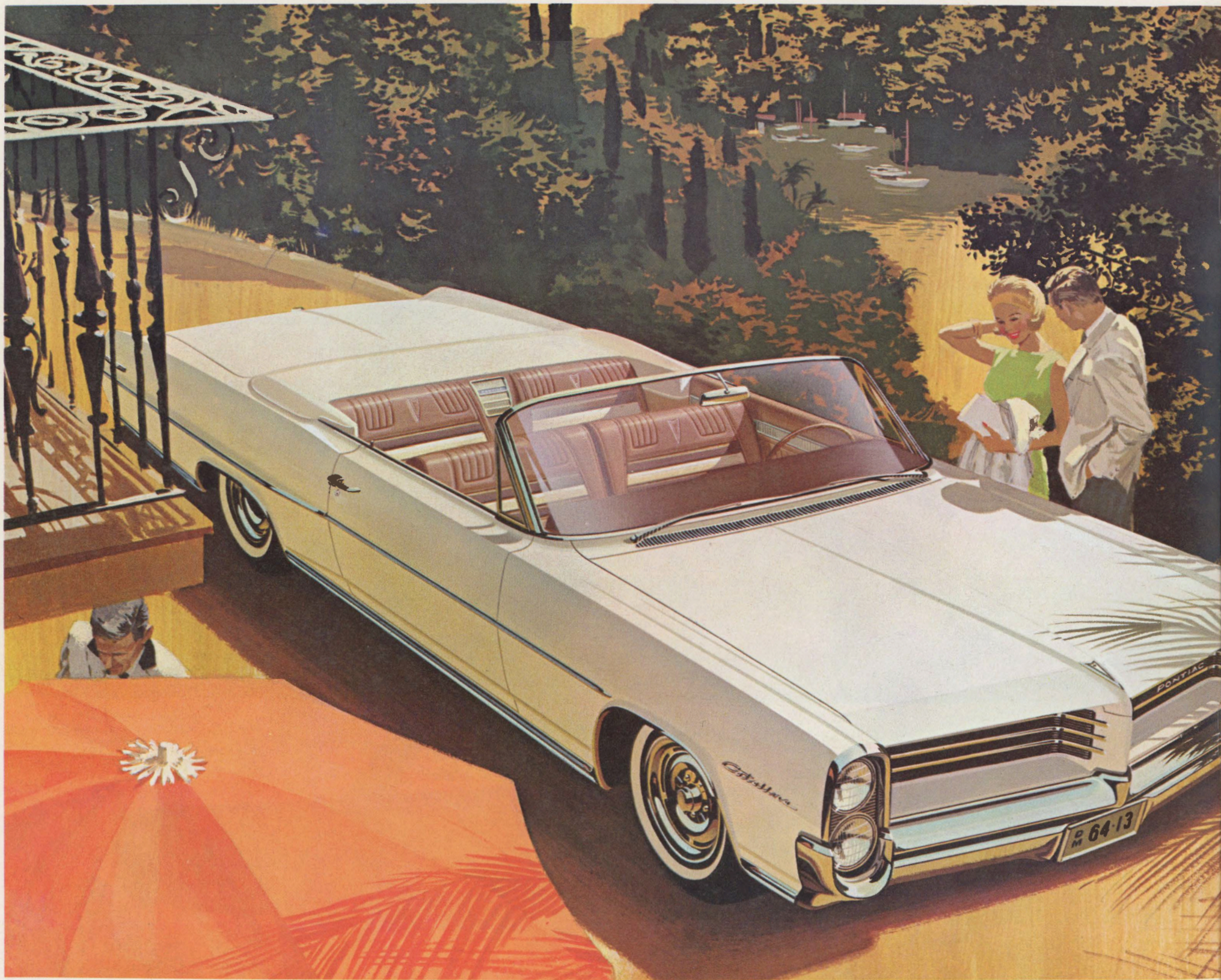
optional Hydra-Matic, a 283-horsepower Trophy V-8 supplies the excitement. (The 235-horsepower V-8 comes with the 3-speed column-mounted shift.) Just *sitting* in a Star Chief is a treat, considering its handsome interior. Deep loop pile, nylon-blend carpeting throughout . . . entirely new tone and shade combinations . . . no wonder Star Chief is so popular with so many people!



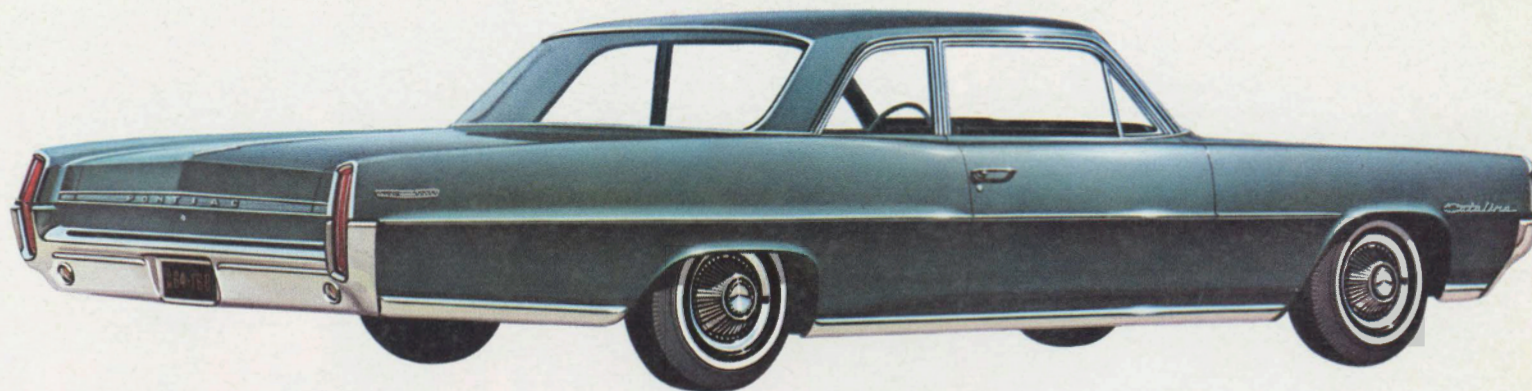
You can choose from eight interior combinations. There are four trim options of expanded Morrokide throughout (above), and four with a combination of cloth and expanded Morrokide (right). As you might expect, they're all color-coordinated, and calculated to please you mightily.



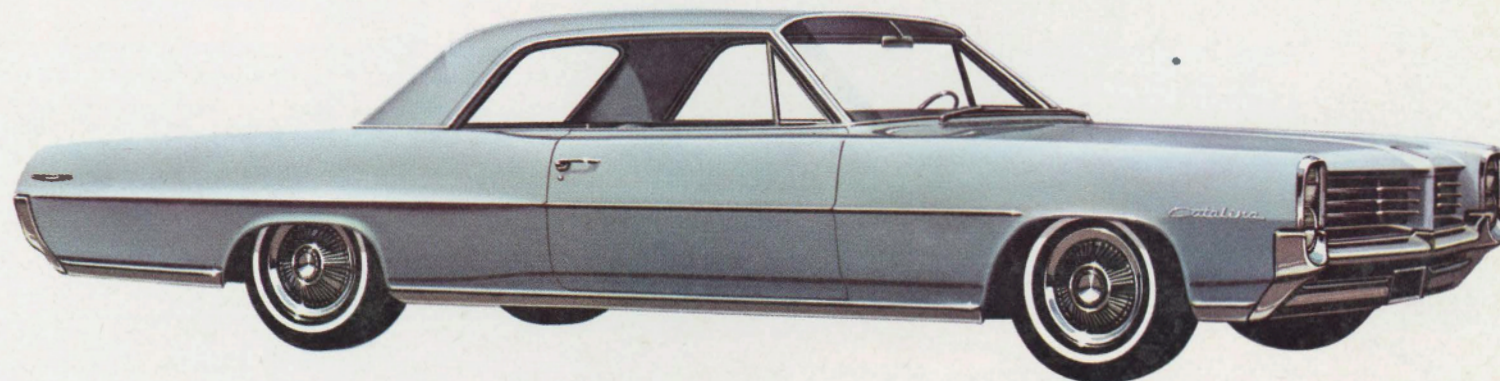
THE STAR CHIEF 4-DOOR SEDAN



THE CATALINA CONVERTIBLE



THE CATALINA 2-DOOR SEDAN



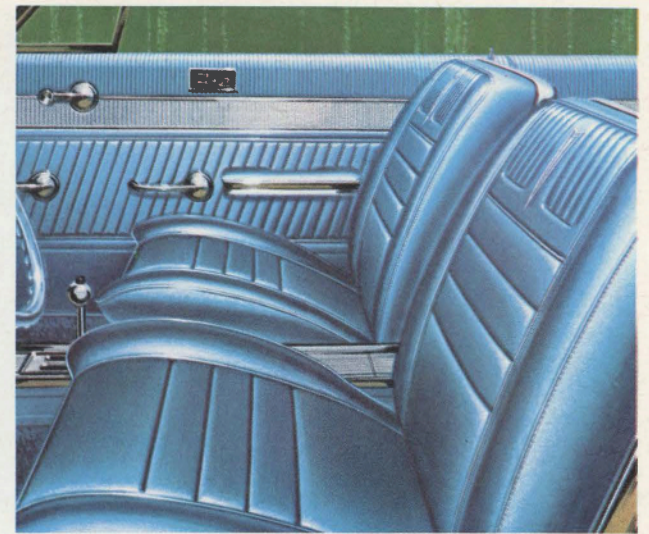
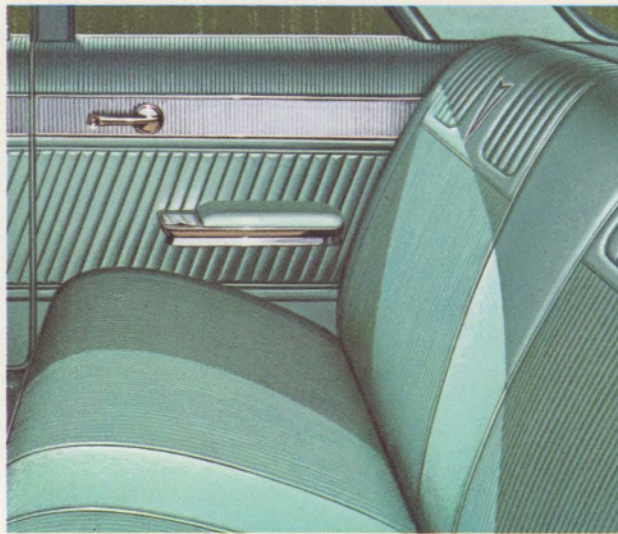
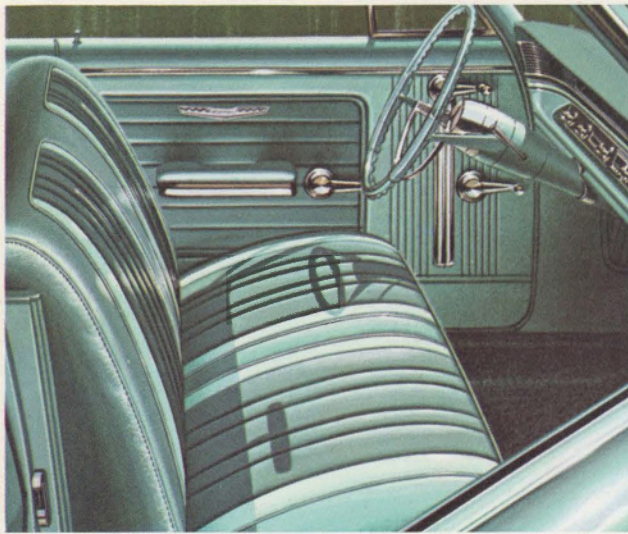
THE CATALINA SPORTS COUPE

If you're convinced about Pontiac performance and Pontiac prestige, and want a very convincing price . . . meet the '64 Catalina. A Catalina can be just about anything you want it to be. It's probably the most versatile car in the whole Pontiac line. To start with, Catalina standard equipment is what you'd expect in a Pontiac—and that means complete. Electric wipers, dual sun visors, cigarette lighter, foam in front seat

cushions, full carpeting, Wide-Track, 120-inch wheelbase, Trophy V-8 power . . . what more could anyone wish for? Just in case there *is* something, there's a long, long list of options. Performance options, comfort options, heavy-duty options, trailer-hauling options . . . you name the kind of car you want and your Pontiac dealer can help you build it. And, you'll find the most pleasant part of the job is the Catalina price tag.



THE CATALINA 4-DOOR VISTA



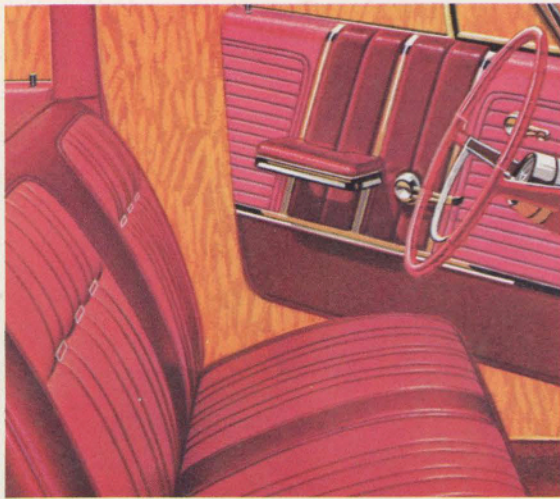
Luxurious cars aren't always priced to match, as you can tell from a close look inside a Catalina. Above center, the standard interior: it's of tastefully color-keyed cloth and Morrokide. Left, the Custom Ventura trim package: this one's all Morrokide, and it's as pleasing to sit in as it is to look at. Right, the interior of the special 2+2 Catalina: available in Sports Coupe or Convertible form, each with its own special styling. When you order the 2+2, you've a choice of transmissions—either 4-speed or Hydra-Matic are standard and both are console-mounted.



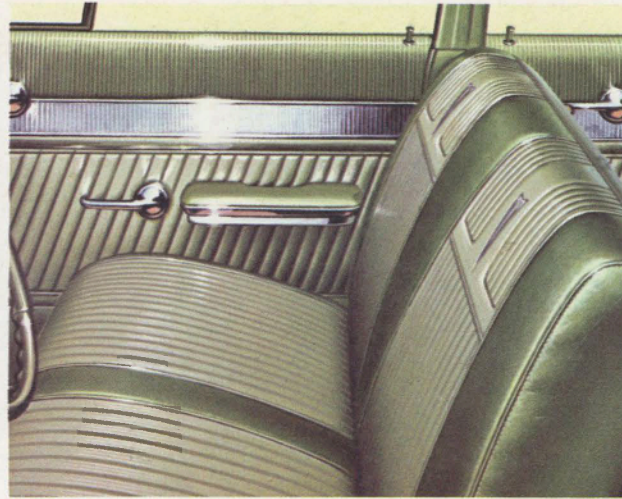
THE CATALINA 4-DOOR SEDAN



THE BONNEVILLE CUSTOM SAFARI



The Bonneville Safari's expanded Morrokide interior



The Catalina Safari's easy-to-clean interior.



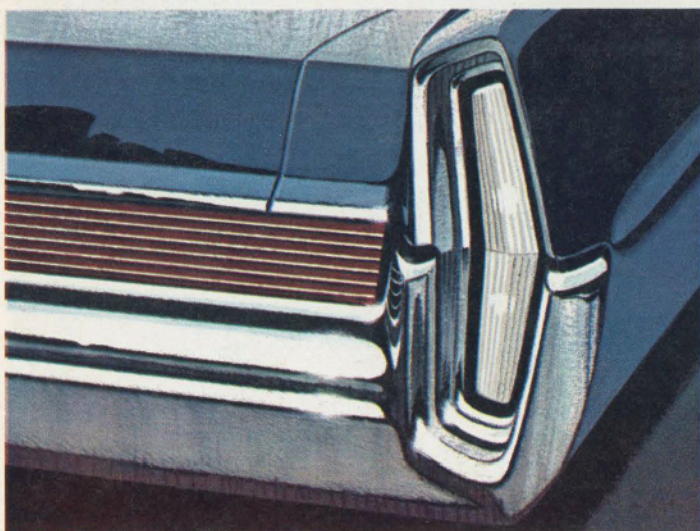
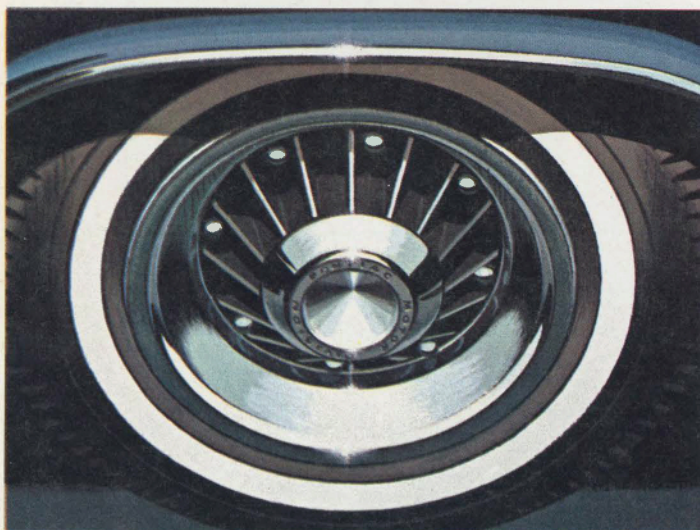
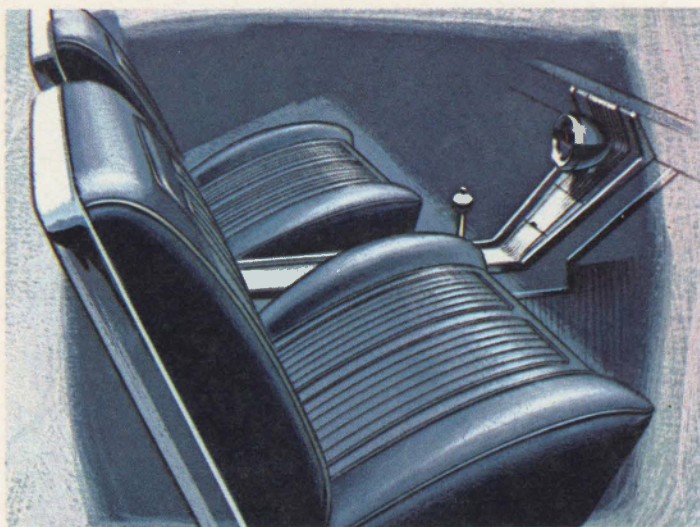
A power rear window is standard in the 9-passenger Catalina Safari.

Safaris look like Pontiacs, handle like Pontiacs, ride like Pontiacs—and tote like troop transports!

All three Safaris—6-passenger Bonneville and 6- and 9-passenger Catalina—deliver Trophy V-8 power aplenty, ranging from 235 hp in the Catalina clear up to an optional 370 hp, 421-cubic inch hustler. They all have curve-straightening Wide-Track and that gentle Pontiac ride. And inside the Bonneville, there's 96.3 cubic feet of load space, with the second seat down. (The 6-passenger Catalina delivers even a bit more!) How's that for roominess?



THE CATALINA SAFARI WITH OPTIONAL ROOF RACK
(FOR CARRYING A CARGO PLUS SIX PEOPLE!)

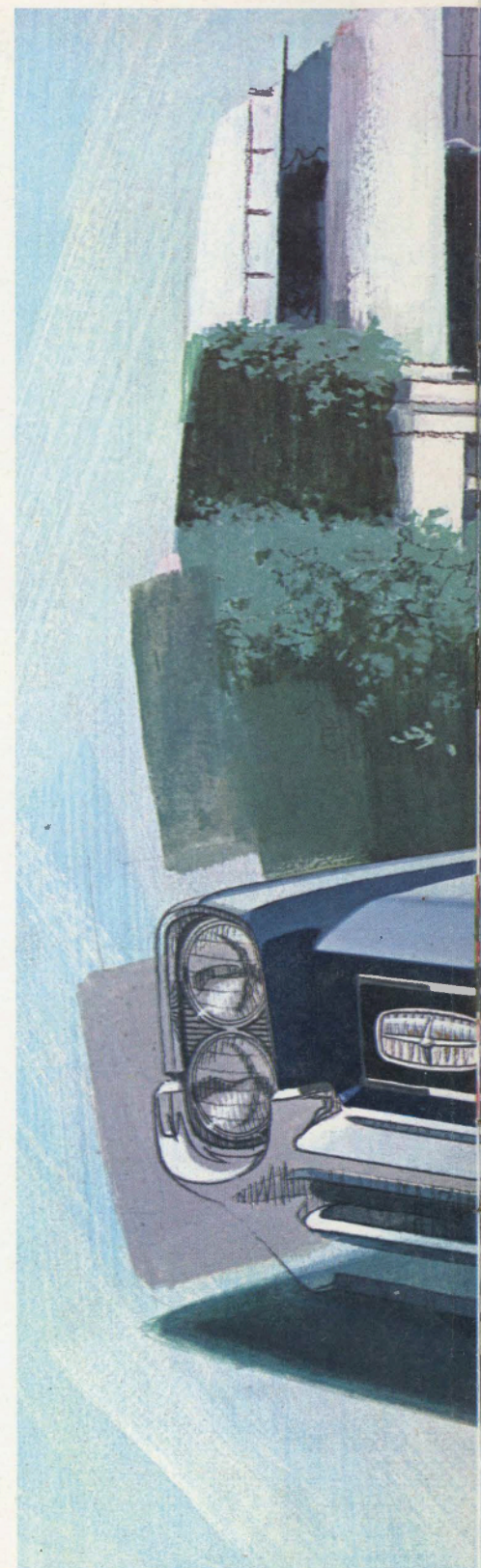


Not long ago, Grand Prix was only a kind of auto race. That was pre-Pontiac GP! Now Grand Prix conjures up an image of crisp, uncluttered styling and off-the-line performance in a very special Pontiac car!

Crouching under the GP hood there's a 306-horsepower Trophy V-8, the most powerful standard engine of any Pontiac. Optional engines up to 421 cu. inch, 370 hp are available for other than faint hearts.

Bucket seats—the kind that make you feel like part of the car—are part of the standard package. Likewise, a tachometer (with manual transmissions) or vacuum gauge (with Hydra-Matic) and center console are also standard. An optional 4-speed floor shift or floor-controlled Roto Hydra-Matic will more than pacify the purist. If not, add aluminum wheels and brake drums. They dissipate heat — if you still need a reason once you've seen them.

The '64 Grand Prix is a superbly styled car equally suited for the open road or taking Aunt Anthea to a Sunday social. Painstaking attention to detail is evident in the monochromatic styling of GP interiors, available in eight trim choices. See you at the Grand Prix?





THE GRAND PRIX SPORTS COUPE

With this list of Options and Accessories you can custom-

Air Conditioner, Tri-Comfort Circ-L-Aire
 Axle ratios—choice at no extra cost, see Specifications page
 Clock, electric (std. on Bonneville, Grand Prix and Star Chief)
 Console
 Cover, spare wheel and tire (std. on Star Chief, Bonneville and Grand Prix)
 Cover, tonneau
 Covers, seat
 Cushion, Custom foam (front only)
 Decor Group (see salesman)
 Defogger, rear window
 Differential, Safe-T-Track limited-slip
 Dispenser, tissue
 Electro-Cruise—automatically maintains set speed, continues until minimum pressure is applied to brake or throttle.
 ENGINES—230 to 370 bhp; see Specifications.

Exhausts, dual (std. on Grand Prix)
 Glass, Soft-Ray tinted
 Guard, door-edge
 Guard, fuel door
 Headlamp control, Guide-Matic—automatically dims or flicks up bright lights when needed.

HANDLING KIT

Special springs, shock absorbers and stabilizer bar

HEAVY DUTY EQUIPMENT

Air cleaner and silencer
 Battery
 Radiator and oil cooler (Hydra-Matic)
 Radiator package (Synchromesh)
 Springs and shocks
 Ignition system—breakerless, full transistor system for improved performance.
 Instrument gauge cluster—oil pressure and water temperature gauges, plus electric clock.

LAMPS

Back-up
 Cigarette lighter and ash tray
 Courtesy (std. on Bonneville, Grand Prix and Catalina Convertible)
 Dome and reading
 Glove compartment
 Luggage and utility—with 17 ft. extension cord
 Parking brake warning
 Spotlight
 Lock, luggage compartment (6-passenger Safari wagons only)
 Lock, rear door safety
 Luggage carrier, chrome
 Luggage carrier, removable
 Mat, full-width floor (front only—color matched)
 Mats, floor (front and rear—color matched)

MIRRORS

Inside, non-glare rear-view
 Outside, rear-view

Outside, rear-view, remote control
 Visor vanity
 Pad, rear load area (Safari wagons)—double as mattress or beach pad.

POWER EQUIPMENT

Wonder-Touch power brakes
 Wonder-Touch power steering
 6-way power seat
 Tailgate window (standard on 9-passenger Safari)
 Power tilt seat (left-hand bucket seat only)
 Power windows
 Power vent windows (available only on Bonneville and Grand Prix equipped with power windows)

RADIOS & SPEAKERS

AM Super Deluxe radio
 FM/AM radio
 Power antenna, mounted in right rear fender
 Safari wagon rear seat speaker
 Verbra-Phonic rear seat speaker system with stereo effect
 Safety pad, instrument panel (std. on Bonneville and Grand Prix)
 Screens, rear door windows and/or tailgate window—keeps bugs out when windows are open
 Seat belts
 Seats, bucket (std. on Grand Prix)
 Steering wheel, custom sports—wood grain appearance with stainless steel spokes
 Steering wheel, deluxe
 Steering wheel, tilting—adjusts to 7 positions
 Tachometer
 Tires, oversize 8.50 x 14
 Tires, white sidewall
 Trailer Hauling Equipment—Heavy duty components are recommended, and are available as factory installed items. We suggest that you discuss the type and size of trailer and customary loads with your dealer.

TRANSMISSIONS

Roto Hydra-Matic—on Grand Prix and Catalina models
 Super Hydra-Matic—on Bonneville and Star Chief models
 4-speed manual transmission
 3-speed heavy duty transmission and clutch—on Catalina models (standard on Bonneville and Grand Prix—only clutch offered on Star Chief since H.D. transmission is standard)
 Trunk lid release, remote control
 Washers, windshield

WHEELS & COVERS

Aluminum wheel hub and drum assemblies
 Custom discs
 Deluxe discs
 Custom Sports Covers
 Wire wheel covers
 Wipers, 2-speed electric with washers

QUICK REFERENCE SPECIFIC MODEL DIMENSIONS

	4-Door Sedan	2-Door Sedan	Sports Coupe	Vista	Convertible	Safari Station Wagons
Tread Front	63.0"	63.0"	63.0"	63.0"	63.0"	63.0"
Tread Rear	64.0"	64.0"	64.0"	64.0"	64.0"	64.0"
Wheelbase	Catalina	120"	120"	120"	120"	119"
	Star Chief	123"		123"		
	Bonneville		123"	123"	123"	119"
	Grand Prix		120"			
Overall Height (Loaded)	Catalina	55.8"	55.8"	54.7"	55.2"	56.7"
	Star Chief	55.8"		55.2"		
	Bonneville		54.7"	55.2"	55.2"	56.7"
	Grand Prix		54.7"			
Overall Length	Catalina	213.0"	213.0"	213.0"	213.0"	213.8"
	Star Chief	220.0"		220.0"		
	Bonneville		220.0"	220.0"	220.0"	213.8"
	Grand Prix		213.0"			
Overall Width		79.2"	79.2"	79.2"	79.2"	79.2"
Front Seat Hip Room	Catalina	63.5"	63.5"	63.7"	63.6"	63.6"
	Star Chief	63.5"		63.6"		
	Bonneville		63.7"	63.7"	63.7"	63.7"
	Grand Prix		63.6"			
Rear Seat Hip Room	Catalina	63.3"	62.7"	55.3"	63.3"	63.3"
	Star Chief	63.3"		63.5"		
	Bonneville		55.3"	63.5"	51.7"	63.3"
	Grand Prix		55.3"			
Front Seat Leg Room (Max. Effective)	Catalina	42.0"	42.0"	42.0"	41.9"	42.0"
	Star Chief	42.0"		41.9"		
	Bonneville		41.5"	41.5"	41.5"	41.6"
	Grand Prix		41.2"			
Rear Seat Leg Room (Min. Effective) (Safari Second Seat)	Catalina	38.7"	38.1"	35.4"	38.4"	35.4"
	Star Chief	38.5"		38.3"		
	Bonneville		35.3"	38.3"	35.3"	39.0"
	Grand Prix		37.0"			
Front Head Room w/Seat Depressed	Catalina	39.4"	39.4"	38.6"	39.0"	39.7"
	Star Chief	39.4"		39.0"		
	Bonneville		38.6"	39.1"	39.7"	39.8"
	Grand Prix		38.2"			
Rear Head Room w/Seat Depressed (Safari Second Seat)	Catalina	38.0"	37.8"	38.4"	37.1"	38.2"
	Star Chief	37.8"		37.3"		
	Bonneville		38.4"	37.3"	38.2"	39.6"
	Grand Prix		38.0"			
Total Visibility Area (sq. in.)	Catalina	4167.4	4190.9	3639.3	4006.2	3679.7
	Star Chief	4167.4		4006.2		
	Bonneville		3639.3	4006.2	3679.7	5195.1
	Grand Prix		3991.6			
Trunk Capacity (Total volume cubic feet)	Catalina	31.3	31.3	33.0	31.3	33.0
	Star Chief	33.2		33.2		
	Bonneville		34.9	33.2	34.9	85.8*
	Grand Prix		33.0			

*Cargo Volume.

NOTICE: All options noted herein, including whitewall tires, Decor Group, and radios illustrated on some models, are extra-cost equipment unless otherwise specified. Reference to interior leather applies to prime surface area of seat cushions and backs except for decorative accents and panels. Ask your dealer for all price information on any model or special equipment you desire.

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tailor your Pontiac to your own personal needs . . .

For most driving needs . . .

STANDARD ENGINES

SERIES	CATALINA	STAR CHIEF	BONNEVILLE	GRAND PRIX
With Standard 3-Speed Manual Transmission	235 HP Regular Fuel	235 HP Regular Fuel	306 HP Premium Fuel	306 HP Premium Fuel
With Optional Hydra-Matic Transmission	267 HP Premium Fuel	283 HP Premium Fuel	303 HP Premium Fuel	303 HP Premium Fuel

And that goes whether you're out for all-out luxury, performance, even a trailer-hauling vehicle. Well, you get the idea. Now get together with your dealer and build yourself a car!

If you'd like a more detailed description of each item, ask a salesman for a copy of our Accessories folder.

For special driving preferences—A full range of Pontiac Power Teams . . .

ENGINES

DRIVING PREFERENCE	MAXIMUM ECONOMY DRIVING	LOW COST DRIVING	TRAFFIC, TURNPIKE AND MOUNTAIN DRIVING					PERFORMANCE DRIVING			
Engine Name (Indicates displacement and carburetor)	Trophy 389E 2-bbl.	Trophy 389 2-bbl.	Trophy 389 2-bbl.	Trophy 389 2-bbl.	Trophy 389 2-bbl.	Trophy 389 4-bbl.	Trophy 389 4-bbl.	Trophy 389 3 2-bbl.	Trophy 421 4-bbl.	Trophy 421 3 2-bbl.	Trophy 421 HO 3 2-bbl.
Series Availability	Optional all series with Hydra-Matic	Std. Catalina and Star Chief with Std. Manual Transmission	Std. Catalina incl. "2+2" opt. with Optional Hydra-Matic only	Std. Star Chief with Optional Hydra-Matic only	Std. Catalina with "2+2" Sports Option	Opt. Catalina and Star Chief, std. on Bonneville and Grand Prix with Hydra-Matic Trans.	Std. Bonneville and Grand Prix with HD 3-Speed Manual Trans. (Opt. on other series)	Optional all series	Optional all series	Optional all series	Optional all series
Maximum Horsepower at R.P.M. Maximum Torque at R.P.M.	230 @ 4000 386 @ 2000	235 @ 4000 386 @ 2000	267 @ 4200 410 @ 2400	283 @ 4400 418 @ 2800	283 @ 4400 418 @ 2800	303 @ 4600 430 @ 2800	306 @ 4800 420 @ 2800	330 @ 4600 430 @ 3200	320 @ 4400 455 @ 2800	350 @ 4600 454 @ 3200	370 @ 5200 460 @ 3800
Fuel Compression Ratio	Regular 8.6:1	Regular 8.6:1	Premium 10.5:1	Premium 10.5:1	Premium 10.5:1	Premium 10.5:1	Premium 10.5:1	Premium 10.75:1	Premium 10.5:1	Premium 10.75:1	Premium 10.75:1
Standard 3-Speed Manual (Ask your dealer for HD transmission and HD clutch description.)	Not Available	Standard	Not Available	Not Available	Not Available	Not Available	Heavy Duty Standard	Heavy Duty Standard	Heavy Duty Standard	Heavy Duty Standard	Heavy Duty Standard
Optional 4-Speed Manual		Not Available			Mandatory		Optional	Optional	Optional	Optional	Optional
Optional Hydra-Matic (Only transmission recommended for trailer hauling)	Mandatory	Not Available	Mandatory on Catalina with above engine	Mandatory on Star Chief with above engine	Not Available	Optional	Not Available				
Standard For normal driving	Mandatory 2.56:1* (exc. Bonneville Safari and Convertible, and Grand Prix—2.69:1)	3.23:1 3.42:1 with 4-Speed Manual Transmission	2.69:1 All Except 2 & 4 Dr. Sedans where 2.56:1 is Std. Ratio	2.69:1	3.42:1	2.69:1 All Exc. Catalina 2 & 4 Dr. Sedans which use 2.56:1 and Grand Prix which uses 3.08:1	3.23:1 3-Speed 3.42:1 Opt. 4-Speed	3.08:1 with Hydra-Matic, 3.23:1 with 3-Speed Man.—3.42:1 with 4-Speed Man. Trans.	3.08:1 with Hydra-Matic, 3.23:1 with 3-Speed Man.—3.42:1 with 4-Speed Man. Trans.	3.08:1 with Hydra-Matic, 3.23:1 with 3-Speed Man. Trans.	3.42:1 with 3- and 4-Speed Manual and Hydra-Matic Trans.
Economy (Optional for maximum economy at no extra cost)		3.08:1 Available with 3-Speed Manual Trans. only	2.56:1*	2.56:1*	Not Available	2.56:1* Except 3.08:1 on Grand Prix	3.08:1 on Catalina and Star Chief 3-Speed only	Not Available	Not Available	Not Available	Not Available
Performance (Optional at no extra cost) (Recommended for heavy loads and trailers, tough terrain, fast acceleration)	Not Available	Not Recommended	3.08:1 Std. with "2+2" opt.	3.08:1	—	3.08:1 Except 3.23:1 on Grand Prix—No Perf. Ratio for Bonneville Safari and Convertible	3.42:1 on Grand Prix 3-Speed only	Ratios up to 4.10:1 available factory installed on Special Order. Dealer installed kits range up to 4.44:1.			

TRANSMISSIONS

For Above Engines

AXLE RATIOS

For Above Engine-Transmission Combinations

*2.69 minimum on all air-conditioned cars.

CHASSIS

Frame: Perimeter design with box section structure. Entire passenger compartment is encircled by heavy steel side members. Five crossmembers join parallel side bars for structural rigidity. Frame design varies to meet requirements of individual body styles.

Wheels and Tires: 14 x 6K steel disc wheels with 8.00 x 14 low pressure tubeless tires. 8.50 x 14 standard on Safari Station Wagons and all cars equipped with air conditioning, available on all other models at extra cost.

Front Suspension: Ball joint independent front suspension with upper control arms pivoted on rubber bushings. Lower control arms have dual rate rubber bushings. Large diameter, low rate coil springs, hydraulic shock absorbers, compound anti-dive control. Torsion-action front stabilizer bar

Four Link Rear Suspension: Angle-mounted upper and lower control arms. Lower control arms have low dynamic rate rubber bushings. Large diameter, low rate coil springs, angle-mounted hydraulic shock absorbers. Drive and torque taken through rubber cushioned control arms.

Steering: Link parallelogram with recirculating ball bearing gear—both manual and power. Overall ratio, manual—29:1, with optional power, 22.5:1. Power Steering optional at moderate extra cost.

Brakes: Self adjusting, air cooled, internal expanding hydraulic type. Two shoe, single anchor. Drum diameter—front 11", rear, 11". Total Swept Area for four brakes—312.2 sq. in. Foot-controlled parking brake operates on rear service brake system. Vacuum power brakes optional at low extra cost.

Transmission and Drive Train: Hydra-Matic transmission optional at extra cost. Two 3-speed synchromesh transmissions. 4-speed synchromesh transmission optional at extra cost. Tubular drive-shaft with two universal joints. Semi-floating

hypoid rear axle. Safe-T-Track semi-locking differential optional at low extra cost.

BODY

Construction: Fisher all-steel body with reinforced side rocker panels. Counter-balanced double hood and trunk construction. Laminated Safety Plate Glass in windshield. Solid Tempered Plate Glass in all other windows. "Fire-Leveled" acrylic lacquer on all models. Circ-L-Aire outside air heater and defroster standard on all models (although cars can be ordered without this equipment, at reduced cost.)

Electrical System: 12-volt system with 42 ampere Delcotron generator. 53 amp. battery with 8.6:1 compression ratio engines, 61 amp. battery with 10.5:1 engines. Extra-capacity system available on special order.

ENGINE

General Description: Trophy V-8—short stroke, 90°, V-8 design. Aluminized valves. Hydraulic valve lifters. Alloy cast iron block, 5 main bearings with 3" journals on 389 cu. in. engines—3.25" on 421 cu. in. engines. Bore—4.06", Stroke—3.75" on 389 cu. in. engine. Bore, 4.09", Stroke 4.00" on 421 cu. in. engine (see chart). Balanced-flow cooling system pumps water directly into each side of the cylinder block equally. Quad gallery lubrication system.

Fuel System: Choice of 2-barrel, 4-barrel or 3 2-barrel downdraft carburetion (see chart). Disposable type fuel filter. Automatic choke. Centrifugal and vacuum control of distributor spark advance. Heavy duty air cleaner and silencer optional at extra cost. Pontiac's transistor ignition system provides breakerless ignition—optional on premium fuel engines.

Exhaust System: Single reverse flow system standard on most models. Dual reverse flow system standard on Grand Prix and all 421 cu. in. engines, optional at extra cost on other models.